FINANCIAL AND COMMERCIAL.

MONDAY, July 10.

Fears of an uncomfortably active money market caused considerable liquidation to-day of speculative holdings of stocks. As a matter of fact speculators in securities betrayed greater anxiety regarding the immediate future of the money market than bank officers and other lenders of money. These last appreciate that the recent drain upon the cash resources of the banks is practically over and that the higher rates that prevail to-day will not only check further exports of specie, but also attract money to this centre from various interior points that are well supplied with cash. It was learned to-day that a part of the increase in bank loans last week was due to extensive borrowing by the city pending payment for the bonds recently sold. It is generally conceded by bankers that the condition of the Associated Banks is much better than was shown by Saturday's statement of averages because a large part of the money disbursed by the Government and by corporations for interest was not returned to the banks by their depositors until the latter part of the week, owing to the virtual suspension of business during the first four days of the month.

There was no special calling or shifting of loans to-day and in consequence the greater part of the transactions in call money were at 5@6 ⅌ cent. The highest rate recorded was 7 ⅌ cent. While these rates cannot be regarded as excessive, they prevented speculative purchases of stocks and, as already noted, influenced timid and weak marginal holders to decrease the volume of their ventures. The situation was naturally enough taken advantage of by professional operators for a decline, and it was aggravated by comparatively heavy sales by London. The foreign selling appeared to be based partly upon the unsatisfactory political outlook in South Africa and the firmness of the London money market on the eve of a fortnightly settlement on the London Stock Exchange. Specific depressing influences were a show of aggressiveness on the part of the Ogden Gas Company of Chicago and fresh rumors of labor troubles on the local traction systems. These last should be effectually disposed of by the manner in which the officials of the Brooklyn Rapid Transit and of the Metropolitan Street Railway companies have received and treated their employees. It is now plain that the talk of strikes on these two systems results entirely from the efforts of professional labor agitators to involve the companies in a controversy with their employees. It is common talk in Wall street, and has been for some time, that operators who are short of the local traction stock are probably responsible for the officious activity of professional labor agitators, who assume to represent the employees of the street railway lines of this city and Brooklyn.

The reported activity of the promoters of the Ogden Gas Company of Chicago revives memories of former attacks upon the People's Gas Light Company of that city. It was accompanied as usual by selling of People's Gas by brokerage houses having direct telegraphic communication with Chicago. The greatest activity in the railway list was in Atchison preferred, yet it did not sustain a much greater net loss than the usually active Granger stocks, which, with it, were conspicuous in the recent advance. The greatest net losses were sustained by Manhattan Railway, People's Gas, Sugar Refining, Metropolitan Street Railway and Brooklyn Rapid Transit. The decline in prices did not stimulate unusual activity, nor did the liquidation appear to extend beyond speculative holders. The actual owners of securities are doubtless influenced more by the condition of general business and by railway traffic returns, such as that of the St. Paul Company for the first week in the current month, printed further on in this column, than they are by a temporary flurry in the money market. The Government crop report, showing, according to all accounts, a satisfactory condition of the spring wheat crop, was not made public until after the close of business. The tone of the market at the close was in the main heavy, yet final prices were fractionally above the lowest recorded.

New York Stock Exchange—Sales July 10.

UNITED STATES AND STATE BONDS (IN $1,000s).

52 U S 4s, r, 1907. 20 U S 4s, r, 1925. 130¼
112¾@112¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of G101	—		Un St 4s, r, 1925	130	130¼
U S 5s, 1908-1918, r	108¾	108¾	Un St 4s, c, 1925	130	130¼
U S 5s, 1908-1918, c	109	109¾	Un St 5s, r, 1904	112¾	113
Un St 4s, r, 1907	112¼	112¾	Un St 5s, c, 1904	112¾	113
Un St 4s, c, 1907	112¼	113¼	U S 6-65s, r, 1924, D	119	—

RAILROAD AND OTHER BONDS (IN $1,000s).

62 Atch adj 4s	85	3 M & N 1st	102¾
11	84¾	7 N P prior 4s	103¾
136	84¾	4	103¾
5 Atch gen 4s	102¾	10	103¾
10	102¾	7	103¾
53	102¾	4 N & W con 4s	95
5 Adams Ex 4s	107	17 N Y & S 1st r 5s	110
20 Am S M 6s	92	5 N Y C, L S col 3½s	102¾
1 Am Tob serip	102	20	102¾
12 Ann Arbor 4s	96¾	2	102¾
11 Aus & N W 1st	97¾	27	102
9	97¾	1 N Y C, M C col 3½s	101¾
2 B & O 6½s	97¾	4 N W con	144¾
62	97	4 N W d 5s, 1909	109
37 B & O 4s	101¾	5	110
15	101¾	2 N Y, O & W r 4s	106¾
25 B & O S W div 5½s	94¾	2	105¾
10 Brook R T 6s	115	5	106
5 Brook U El 1st	104	1 Oregon S L 6s	132¾
1	104¾	2 Ore S L inc A	95
10	104	4 P of Mo 2d	111¾
10 C & Oem 5s	119¾	2 P & East 1st	85¾
23 Ch & O gnl 4½s	97	10	85¾
10	97¾	2	85¾
5 Ches & O R & A 1st con 4s	104¾	10 P & Wn 1st, r	99
5 C, B & Q 7s	114¾	1 R, W & O ex 5s	129
27 C, O, C & St L gnl 4s	95¾	25 R I 1st gnl 4s	108
8	95¾	10	108¾
1	95	5 Read gnl 4s	89
1 Can So 1st	108¾	2	88⅞
11	108¾	25	88¾
1 Chic Ter 4s	100	22	88¾
25 Con P 5½s	87¾	15	88
1	87¾	16	88¾
50 Con Pac 1st	101¾	25	88¾
18 Col So 4s	89¾	7 Rio G W 1st	100
5	89¾	2 So P of Cal con 5s, s	107¾
15	89¾	— St P & Ma 1st, E & M div	111¾
8 Ch & E I gnl 5s	114	19 St P & Ma con 4½s	117
4 C of Ga con 5s	96¾	1 St L & S F g 4s	124
5	96¾	5 St P 1st, C & M r 6s	123
64	96½	36 St L S W 1st	96¾
20	96¾	5	96¾
14 C of Ga 1st inc	40	108	96
21 Den & R G 4½s	109¾	27	96¾
3 Det, M & M l g	187	54 St L S W 2d	61¾
10	188	19	62¾
1 Det City Gas 5s	97¾	15	62¾
2 E & T H gnl 5s	102	91	62¾
13 Er prior bds	92¾	6	62¾
5 Elmira C & N 5s	101	13	62¾
5 F & P M 1st 6s	122	70	63
3 Flint & P M 5s	106	60	63¾
6 Ft Worth 1st	80¾	28	63¾
10	81	10	63¾
3 Ft W & R G 1st 4-4s	64½	7	62¾
1 Hock V 4½s	101¾	133	62
10	103	15	61¾
10 H & T C gnl 4s	89¾	26	61¾
4 Ir M 4s, w i	85¾	15	61¾
6	85¾	6	62¾
5	85¾	1 S C & Ga 1st	109
3	85¾	25 So Rwy 5s	109¾
68 Iron Mt 5s	112¾	2	109¾
45	112¾	1	109¾
91	112¾	5 St R & T 6s	85¾
4 Ill C 5½s, L d	103¾	10 S B & Tine	25
1 Int & Gt N 1st	124	10 Tex P 2d in, tr	55¾
3 Int & Gt N 3d	64½	2 T & N O con 5s	104
5	64	2 T C, I & R, D B C & I 5s	106¾
1 Iowa Cent 1st	113	5 Tol, St L & K C 1st, r	117
2 Kan & Tex 4s	93¾	10 Union Pac 4s	105¾
5	93¾	4	105¾
5 Kan & Tex 2s	67¾	11	105¾
6	67¾		
1 L & N g 4s	98¾		

3 L & N, N O & M div	131¾	3 Un Pac 4s, r	108
1 L & N, N O & M div 2d	121¾	6 Ul s Del 1st 5s	103
10 L & N 5s	109	6 Va Mid gnl	115¾
5 L I Ferry 4½s	101	1 Wab 1st	116¾
5 Long Island 4s	100	1 Wab deb, s B	36¾
24 Leh Val of N Y 1st	109¾	15	35¾
10 Met St Rwy 5s	123¾	19	35¾
11 Mex Int cn	86¾	3 Wabash 2d	102⅞
10 Mex C 2d inc	12¾	4 Wab, D & C ex	109
10	12¾	1 West Un col 5s	115¾
7 M & St L r 4s	99	3	115¾
10 Mo Pac col 1st 5s	96	24 West Sh 4s	114¾
10 Mo Pac 1 5s	98	5 Wis C 1st, tr	76¾
		5	76¾
		3 Wilkes & Ea 1st	106
		4	106¾
		10 Wis C 4s, w i	95
		1	94¾

Total sales of railway bonds (par value), $2,623,000.

RAILROAD AND OTHER SHARES.

	Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
Sales.					
8800 A St & W	55¾	55⅞	53¾	54¾	54¾
600 Am St & W p	95¾	95¾	95¾	95¾	96
31700 Am S R	157	157	154¾	155¾	155¾
260 A S R p	117¾	117¾	117¾	116	118¾
260 Am Tin	36¾	36¾	36¾	36¾	37
135 Am Tp	85	85	85	85¾	85¾
50 Am S M	6	6	6	6¾	6⅞
4600 Am Tob	97	97	95¾	96	96¾
2500 Am C O	39	39	38¾	38¾	38¾
30 Am C O p	92	92	92	92	92¾
8800 A, T & S Fe	20¾	20¾	19¾	19⅞	19¾
64434 A, T & S Fe p	61¾	61¾	59¾	60¾	60¾
100 A Malt	18¾	18¾	18¾	17¾	19¾
1100 A S H	29¾	29¾	29	29	29¾
100 A S H p	79	79	79	79	79¾
5100 Anaconda M	56¾	56¾	53¾	54¾	54¾
550 Am S & R	36¾	36¾	35¾	35¾	36¾
260 Am S & R pf	83¾	83¾	83¾	82	84
200 Am C F	15¾	15¾	15¾	15	16
100 Am Car F p	60	60	60	60¾	61
1452 B & O	48¾	48¾	47¾	48	48¾
7245 B & O p	72¾	72¾	72¾	72¾	72¾
46515 Bk R T	115¾	115¾	113¾	114¾	114¾
825 Bk Un G	142	142	142	142	143
300 Can So	54¾	54¾	54¾	53	54
9732 Ch G W	14¾	14¾	14	14	14¾
100 Ch G W p, A	68	68	68	67¾	68¾
800 Ch G W p, B	30¾	30¾	30	29¾	30
8160 Ches Pac	52¾	52¾	51¾	51¾	52
10470 Ches & O	28¾	28¾	27¾	27¾	27¾
100 C & E I	74	74	74	73	74
8885 Cont'l T	40¾	40¾	39	39¾	39¾
100 Con Tp	80	80	80	78¾	78¾
1420 C, C, C & St L	58¾	58¾	57	57	57¾
10 C, C, C & St L p	99	99	99	—	—
1430 Ch & N W	159¾	159¾	159	159	160
27610 C, B & Q	136	136¾	134¾	134¾	136
41832 C, M & St P	131	131¾	129¾	130	130¾
14995 C, R I & P	116¾	116¾	115¾	116¾	116¾
1725 Col Fuel	45¾	45¾	44	44¾	45
110 Col So 1st pf.	43¾	43¾	43¾	43	43¾
200 Ch Ter	14¾	15	14¾	14¾	15
2700 Ch Ter p	47	47¾	46	45¾	46
50 C & H C	13¾	13¾	13¾	12¾	13¾
1110 Con Gas	183	183	180¾	180¾	182
925 Del & H	122¾	122¾	121¾	121¾	122¾
200 D, L & W	168¾	168¾	168¾	168¾	170
1625 D & R G	21¾	21¾	20¾	20¾	21
*700 D & R G p	75¾	75¾	74¾	74¾	74¾
100 D M & F D	21¾	21¾	21	20¾	21¾
200 Erie 1 p	36¾	36¾	36¾	36¾	36¾
100 Er T & T	97	97	97	97	100
6200 Fed St	58	58¾	57¾	57¾	57¾
3800 Fed St p	81	81	80	80	81
100 F & Pm p	57	57	57	60	65
280 Glu S R	67¾	67¾	67	67¾	67¾
230 G I S R p	107¾	107¾	107¾	107	107¾
300 Gt Nor p	171	171	170	169¾	171
1400 Gn Elec	118¾	118¾	118¾	118¾	118¾
*110 H B Claf	114	114	114	114	116
2828 I Pap.	43¾	43¾	40¾	41¾	42
485 Int P p.	79	79	78	78	79
1385 Ill Cent.	116	116	114¾	114¾	115
300 I Cent.	12¾	12¾	12	11¾	12
1251 Cent p	49	49	49	49	49¾
100 K C, P & G	8	8	8	7¾	8¾
620 L E & W p	73	73¾	73	73	74
100 Lead G	54¾	54¾	54¾	53¾	54¾
7270 Lou & N	71¾	71¾	70¾	71	71¾
100 M, St P & S S M	25¾	25¾	25¾	26	27
30180 Man Co	118¾	119	115¾	116¾	116¾
1600 Mx Cen	14¾	14¾	14	14	14¾
10285 Met S R	222¾	223	218¾	221¾	221¾
200 M & St L	54¾	54¾	54	54	55
500 M & St L 2d pf.	90¾	90¾	90¾	90¾	91¾
11950 Mo Pac	45¾	45¾	44¾	45	45¾
150 M, K & Tp	33¾	33¾	33¾	33¾	33¾
200 Mob & O	40¾	40¾	40	39¾	40¾
1550 N Steel	50¾	50¾	50	50	50¾
90 N Sti pf	91¾	91¾	91¾	90	91
100 N J Cent	117	117	117	117	117¾
10185 N Y Cent	138¾	138¾	136¾	137	137¾
200 N L Lead	29¾	29¾	29¾	28¾	29¾
1200 N L Lead p	112¾	112¾	112¾	111¾	112¾
900 Nor Am	11¾	11¾	11	11	11¾
700 N Y Air Brake	184¾	185	184¾	185	190
2570 N & W	20¾	21	20¾	20¾	21
8498 N & W p	70¾	70¾	69¾	69¾	70
5570 Nor Pac	49¾	50	49	49¾	49¾
2700 Nor P p	77¾	77¾	76¾	76¾	76¾
4300 O & W	26¾	26¾	26	26	26¾
50 P Coast	37¾	37¾	37¾	38	40
1220 Pac Mail	47¾	47¾	47	47	47¾
815 P P Car	160	160	160	159¾	160
100 P, C, C & St L	54	54	54	52	53
16140 Pa R R	135¾	135¾	134	134¾	135
16370 Peo G & C	117	118¾	116¾	117¾	117¾
420 Reading	20¾	20¾	20¾	20¾	21
6880 Read 1 p	61	61	59¾	60¾	60¾
710 Read 2 p	34¾	34¾	33¾	33¾	34
100 R G W p	79	79	79	79	80
5008 L S W	13¾	13¾	13¾	13¾	14
2600 L S W p	33¾	34¾	33¾	33¾	34
100 St P & O	106	106	106	104	107
5060 So Pac	32¾	32¾	31¾	31¾	31¾
500 So Rwy	11¾	11¾	11¾	11¾	11¾
5340 So Ry p	51¾	51¾	51	50¾	51
25 St L & S F 1st p.	71¾	71¾	71¾	70	71
225 St L & S F 2d p.	37¾	37¾	37	37	37¾
13520 T C & I	69	69¾	67¾	67¾	67¾
100 Sdav RR	187	187	187	185	187
2800 Tex Pac	20¾	21¾	20¾	20¾	21¾
8220 U Pac	43¾	43¾	42	42¾	42¾
8450 W Pac p	77	77	75¾	76	76¾
300 U Bag & P	26¾	26¾	25¾	25	25¾
2450 U S Rub	53¾	53¾	51¾	51¾	52
10 U S R p	120	120	120	117¾	119¾
400 U S L	6¾	6¾	6	5¾	6¾
1785 U S L p	71¾	71¾	70	69¾	70
2570 Wab p	22½	22¾	21¾	21¾	21¾
710 W U Tel	90¾	91	89¾	89¾	91
300 W & L E	9	9	8¾	8¾	9
182 W C, N	15¾	15¾	15¾	15	15¾
840 W C p, N	53¾	53¾	53	53	53¾

*Ex dividend.

Total sales, 535,484 shares.

OUTSIDE SECURITIES CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Amalg Cop	95¾	95¾	Hav Com p	64½	66
Am W Co o	94	96	Int Power	—	76
Air Power	78	80	Int Pumps	—	22¾
Amster'm G	34	35	Int Pump p	65	68
Ams Gas pf	58¾	59¾	Ken Dis c	15	17
Ams G bds	103¾	103½	Ken Dis p	54	56
Beet S com	30	32	N Gramo	83¾	—
Beet S pf	79	80	Nat Salt c	44	48
B & N Y F	35	38	Nat Salt p	75	78
B & N Y F bds	97	98	New Eng T	11¾	12
B S Gas	2¼	2¾	N Y Elec Veh Trans	25¾	25¾
Col Elec C L & B Co	—	18	Otis Elec	31	32
Dis of Am o	23	25	Otis Ele pf	88¾	89¾
Dis of Am p	60	62	Plant Com	125	140
Elec Boat c	15	19	Pneu H C	¼	¾
Elec Boat p	42	45	Rep Steel c	17	17¾
Elec Veh c	107	115	Rep Steel p	60¾	61
Elec Veh p	120	121	Rubber Go	24¾	26
Elec Pneu	1¾	1¾	Rubber Gp	80	81
Flemington C & C	24	25¾	Royal BF p	98¾	99
G Carriage	33¾	—	Stand O T	45¾	46¼
Gen E Ant	12	20	U St & Ch c	28	28¾
Hav Com	26¾	27¾	U St & Ch p	68	69

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Rys Co	9¾	9¾	Marsden	14¾	15¾
Cam St	23	23¾	P M L & P	22¾	23
C, O & G c	41	41¾	Phila Trac	99¾	99¾
C, O & G p	48	48¾	Union Trac	41¾	41¾
E L Cof A	18¾	18¾	Un G I Co	164	165
E S Bat c	134	136	W N Y & P	7¾	7¾
E S Bat pf	135	140	Welsb Co	40	41
E & P T 4s	102¾	102¾	Welsb Com	—	11
Leh V R R	26¾	27	Welsb Cpf	69	85

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	257	260	Bos & Mon	361	361¾
Bos & Me	192¾	—	Cal & Hec	800	807
Chi Junc c	140	—	Tam Min	210	—
Fitchb'g p	117	118	Old Dom	38	39
Boston El	108¾	109¾	Butte	78	80¾
Old Colony	203	—	B U G 1sts	86	89
W End Rc	95	96	B U G 2ds	66	68
Dom Coal	54	54¾	Arcadian	61¾	62¾
Am Bell T	341	348	Utah	43	43¾
Eric ...	96¾	97	Rhode Isl	8	8¾
West'g'e E.	49¾	—			

CHICAGO CLOSING QUOTATIONS

	Bid.	Asked.		Bid.	Asked.
Am Strwh	32	33	N Ch St Ry	243	245
City Rway	284	285	N Carbon c	18	19
Dd Match	150¾	151	N Carbon p	79¾	80¾
L St "L"	18	18¾	So S "L"	96¾	97
Lat "L" ctfs	15¾	15¾	W Ch St Ry	122¾	123

LATEST LONDON QUOTATIONS.

Atchison	20⅝	Northern Pacific	51⅝
Atchison pf	62⅝	Northern Pacific pf	79¾
Canadian Pacific	100⅛	Ontario & West	27⅝
Chesapeake & Ohio	19	Pennsylvania	69⅝
Central Pacific	53⅛	Reading	10⅝
Denver & R G	22¼	Reading 1st pf	31⅝
Denver & R G pf	79⅛	Reading 2d pf	17⅛
Erie	14	St. Paul	134⅝
Erie 1st pf	38¾	South Railway	12
Illinois Central	119	South Railway pf	53⅝
Kansas & Texas	12⅝	Union Pacific	45
Louisville & Nash	73⅝	Union Pacific pf	79
New York Central	143	Wabash pf	22⅝
Norfolk & W pf	73		

Final sales compare with those of Saturday as follows:

	July 8.	July 10.		July 8.	July 10.
A, T & S F	20¾	19¾	Met St Ry	224	221¾
A, T & S F p	61¾	60¾	North Am	11¾	11¾
Am Cot O	38¾	38¾	N & W	21	20¾
Am S R	157¾	155¾	N & W p	70¾	69¾
Am Tob	97	96	N'westcorn	160¾	159
Brook R T	116¾	114¾	Nor Pac c	50	49¾
Balt & O	49	48	N Y Cen	138¾	137
Can So	54¾	54¾	O & West	26¾	26
C, C, C & St L	58	57	Peo G & C	120¾	117¾
C, B & Q	136¾	135	Pac Mail	48	47
Con Gas	184	181¾	Rock Isl	117¾	116¾
Ches & O	28¾	27¾	Read 1st p	61¾	60¾
Chic Gt W	14¾	14¾	St Paul c	131¾	130¾
Del & Hud	123¾	121¾	So Rway	11¾	11¾
D & R G	22	20¾	So R'y p	52	51
D & R G p	77¾	*74¾	St L S W	13¾	13¾
Erie 1st p	38	36¾	St L S W p	34¾	33¾
Gt Nor p	172¾	170	Tex Pac	21	21
Ill Cen	116¾	114¾	Tenn C & I	69¾	67¾
Kan & Tp	34¾	33¾	Union Pac	43¾	42¾
Lou & Nash	71¾	71¾	U Pac p	77	76¾
L E & W p	73¾	73¾	U S Rub	53¾	51¾
Man Con	119¾	117¾	U S L p	71¾	70
M & St L 2p	90	90¾	Wabash p	22¾	21¾
Me Pac	45¾	45¾			

*Ex dividend.

Government bonds steady at unchanged quotations. Railway and other bonds weak. The features were Colorado Southern 4s, Northern Pacific prior bonds, Reading general 4s, Union Pacific 4s, Atchison, Baltimore and Ohio, Central of Georgia, Iron Mountain, and St. Louis Southwestern issues.

Commercial price of bar silver in New York, 69⅝c. Bar silver in London closed at 27¾d. Mexican dollars were quoted at 47¼c. Exports to Europe to-morrow, $150,000 gold.

Money on call, 5@7 ⅌ cent. Time money is quoted at 3 ⅌ cent. for six months on dividend stocks, 3½ ⅌ cent. for six months on good mixed securities, and 4 ⅌ cent. on half industrials and half railroad securities. Commercial paper is quoted at 3@5½ ⅌ cent. for bills receivable; acceptances and prime single names, 3¼@3½ ⅌ cent.; other names, 4@4½ ⅌ cent.

Sterling exchange was weaker for long under higher open market discount at London and the posted rate was reduced half a cent. Demand and cable transfers were materially firmer, also the Continent, and also strengthened by heavy selling of stocks for foreign account, but the whole market closed easy, owing to high local money rates. Continental exchange was dull. Posted rates are: Long drafts, $4.85¼; sight drafts, $4.86¾. Actual rates are: Long bills, $4.84¾@$4.84⅞; sight drafts, $4.87@$4.87⅛, and cable transfers, $4.87⅜; francs are quoted at 5.20@5.19⅞ for long and 5.17⅞@5.16⅞ for short; reichsmarks, 94⅝@94⅞ for long and 95 5-16@95 7-16 for short; guilders, 40@40 1-16 for long and 40⅝@40 13-16 for short.

Domestic exchange on New York: Boston—10@12½ cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 discount; selling, 75 cents premium. New Orleans—Bank, 50 cents premium; commercial, $1.25 discount. San Francisco—Sight, 7½ cents premium; telegraph, 10 cents premium. St. Louis, 15 cents discount. Chicago, 40 cents discount. Cincinnati—Between banks at par and 35 cents discount; over counter, 50 cents premium.

The all-rail east bound shipments of dead freight from Chicago last week were 80,034 tons, against 83,205 tons the previous week and 44,704 tons the same week last year.

The weekly statement of averages of the banks in this city, Brooklyn, Jersey City, Hoboken and Staten Island which are not members of the New York Clearing House Association, but which clear through some of the members, is as follows:

	July 1.	July 8.	Changes.
Loans, dis., investm's	$68,966,600	$68,844,100	Dec. $152,500
Circulation	1,391,000	1,848,700	Dec. 2,300
Net deposits	70,062,800	70,968,900	Inc. 981,100
Deposits with C. H. ag'ts	7,714,200	8,778,400	Inc. 1,050,200
Legal ten. & bank notes	3,958,600	4,088,700	Inc. 125,100
Dep. with Atrustee's	3,447,200	3,030,800	Dec. 416,400
Specie	2,777,900	2,720,600	Dec. 57,300
T'l res've	$17,917,000	$18,028,500	Inc. $110,600
Res've req'd	17,515,700	17,748,475	Inc. 232,775
Sur. res've	$402,200	$880,025	Inc. $477,825

The Louisville and Nashville Railroad Company has declared a semi-annual dividend of 1¾ ⅌ cent, and an extra dividend of ½ ⅌ cent, payable Aug. 10, regarding these dividends August Belmont, Chairman of the Board of Directors, said: "The rate of 3 ⅌ cent. per annum which was begun at the last dividend period, cannot conservatively be changed, for the conditions governing the present satisfactory earnings of the road are not sufficiently settled to admit of raising the rate. For the surplus for the year, however, the board has concluded to pay ½ ⅌ cent. extra, and carry the balance over into the ensuing year." The statement of the company for the fiscal year ended June 30, compared with that in 1898, partly estimated this year, shows:

	1899.	1898.	Changes.
Gross earn	$23,708,191	$21,996,852	Inc. $1,708,539
Oper. ex	15,702,576	14,921,730	Inc. 780,846
Net earn	$8,000,615	$7,074,922	Inc. $925,693
Other in	582,805	506,776	Dec. 58,471
Tot'l in	$8,583,420	$7,665,698	Inc. $867,222
Int. & rnt's	$4,970,904	$4,972,592	Dec. $1,688
Taxes	784,300	640,200	Inc. 94,000
Fix'd c'g's	$5,755,204	$5,612,842	Inc. $92,362
Loson Ga. R.R.	$50,000	$162,820	Dec. $112,820
Loss on l'sd lines	.....	12,480	Dec. 12,480
Disc to b'ds s. f.	3,770	41,908	Dec. 38,138
S'k'g fund	125,400	120,100	Inc. 5,300
Unf'd d'c't	48,671	26,375	Inc. 22,296
So. & N. Ala. surp. inc. gross	44,197	56,472	Dec. 12,275
T'l other deduc's	$270,038	$410,955	Dec. $140,917
All deduc's	$6,025,242	$6,023,797	Dec. $57,555
Balance	2,557,678	1,642,901	Inc. 924,777
Divid'ds(5¾)	1,848,000	.....	Inc. 1,848,000
Surplus	$709,678	$809,898	Inc. $309,782

The ratio of operating expenses to gross earnings was 66.25 ⅌ cent., against 67.84 ⅌ cent. in 1898.

The Central Railroad of New Jersey has declared a quarterly dividend of 1 ⅌ cent., payable Aug. 1.

The Chicago, Milwaukee and St. Paul Railway reports gross earnings for the first week of July of $702,241, an increase of $203,822 as compared with the corresponding week last year.

Railway gross earnings for June compare with those of the same month of last year as follows:

C., C., C. and St. Louis ....$1,307,110 Inc. $107,805
Dul., S. S. and Atl ..... 218,105 Inc. 38,000
Illinois Central ..... 2,302,592 Inc. 179,008
Wn. N. Y. and P-nn ..... 285,800 Inc. 37,000

The Illinois Central Railroad reports gross earnings for May of $2,254,184, an increase of $18,526 as compared with the same month of last year, and net $664,078, a decrease of $131,650. For the eleven months ending May 31 the gross earnings were $25,785,885, an increase of $905,050 as compared with the corresponding period of last year, and net $7,915,552, a decrease of $150,057.

The Chicago, Indianapolis and Louisville Railroad reports gross earnings for May of $328,005, an increase of $53,553 as compared with the same month of last year, and net $120,344, an increase of $48,566. For the eleven months ending May 31 the gross earnings were $3,171,451, an increase of $128,307 as compared with the corresponding period of last year, and net $1,012,134, an increase of $131,398.

The receipts of the Government to-day were, Customs, $511,000; internal revenue, $2,105,624; miscellaneous, $143,745; a total of $2,851,334. The disbursements were $3,205,000; an excess of expenditures over receipts of $353,993. The receipts of the fiscal year to date have been $15,185,958; the expenditures $23,898,000, an excess of expenditures over receipts of $8,782,342.

The official count of cash in the Treasury to-day compared with that of Saturday shows:

	July 8.	July 10.
Gold coin and bullion	$248,935,049	$245,023,146
Silver dollars and bullion	6,003,063	6,048,645
U. S. notes	15,371,167	15,189,673
Other assets, less demand liabilities	13,128,711	13,684,647
Available cash bal